

Dot Preparedness
A Times-Dispatch Daily Feature for Both Old and Young

Richmond Times-Dispatch

Do You Know Jiggs?
Get Acquainted With Him in
"Bringing Up Father"

6th YEAR VOLUME 66 NUMBER 242 RICHMOND, VA., WEDNESDAY, AUGUST 30, 1916. — TWELVE PAGES. WEATHER PAGE 9 — UNSETTLED PRICE, TWO CENTS.

ROMANIAN JOINS RUSSIAN FORCES

Together, They Are Striking
Furious Blows at Common Enemy.

AUSTRIANS ARE DRIVEN BACK

Greece Expected Soon to Throw
In Her Lot With Entente.

LONDON, August 29.—King Ferdinand of Rumania has ordered a general mobilization of his forces, and is reported to have gone to the front personally to take command of his army.

The Rumanians already are reported to be making furious efforts to capture passes in the Eastern Carpathians leading into Hungary, and are declared to be fighting shoulder to shoulder with Russian troops coming from Bukovina.

Austrian retreatment admitted by Vienna.

While Berlin says that Rumania's attempts to pierce the passes have been futile, Vienna admits that, owing to a "far-reaching encircling movement by strong Rumanian forces," Austrian advanced detachments have been forced to withdraw.

What Greece's attitude will be as a result of Rumania's joining the entente allies is still problematical, but unofficial advisers express the belief that she soon will throw in her lot with the entente.

A pro-entente demonstration in Athens passed a resolution saying that if the people were not heard in their demand that Greece join the entente, "we must take counsel as to what is to be done to minimize the ruin which awaits us."

Occupation by the Bulgarians of Kavala is declared to have intensified the feelings of the Greeks, who are said to be willing to follow former Premier Venizelos in any action he may advise. Venizelos is strongly pro-entente.

None of the belligerents claims great battles. An attempt by the Germans to approach British trenches near Pozieres, stopped by the British, was the only move made by infantry on the British lines to-day. There is still considerable artillery activity in this region, however. Along the front held by the French, bad weather halted operations.

RUSSIANS GAIN FURTHER SUCCESSES OVER TURKS

On the eastern front, from the Riga region to the Carpathians, in Galicia, the day passed without momentous happenings.

VON HINDENBURG MADE CHIEF OF GENERAL STAFF

BERLIN, August 29 (via London).—Field Marshal von Hindenburg has been appointed by the Kaiser chief of the German general staff, to succeed von Falkenhayn, who has been dismissed. This announcement was made to-night.

Appointment of Field Marshal von Hindenburg as chief of the German general staff is the most momentous change made in the Kaiser's military command since the outbreak of the war. It comes at the most critical moment of the Teutonic empire, have seen since the great conflict began. Even military critics in the allied countries have been frank to concede throughout the two years of war that von Hindenburg was the ablest military genius at the Kaiser's command. In Germany he has been idealized as a national hero since his victory over the Russians in the Masurian swamps early in the war, and with his victorious sweep through Western Russia last fall he won the admiration of the world.

There has been a strong movement afoot in Germany for many months with a view to prevailing upon the Kaiser to place Hindenburg at the head of the general staff, and powerful influences have been brought to bear toward that end.

German newspapers, copies of which reached this country recently, indicated "between the lines" of the comment by military critics that Hindenburg's presence in Russia in actual command of the German armies in the East was more essential than anything else. It was pointed out that it was chiefly his presence there and the fear of his plans that kept Rumania from siding with the allies, despite the victories of General Brusiloff. Curiously enough, the change is made a day after Rumania has entered the war.

General von Falkenhayn has been chief of the general staff since the retirement early in the war of Count Helmuth von Moltke, whose "illness" was generally attributed to the outcome of the Marne battle. The appointment of Hindenburg in Falkenhayn's place is believed to be less a "punishment" for the latter than a "guard of the former." Coupled with the necessity of having the ablest man at the head of the staff is that of strengthening the morale of the armies and the public, a purpose believed to be well served by this change.

Does Politics Figure in Impending Strike?

[Special to The Times-Dispatch.]
WASHINGTON, D. C., August 29.—Representative Carter Glass, of Virginia, commenting on the President's message to Congress to-day, said to-night:

"It was a very clear, pointed and dispassionate statement of the situation, without prejudice to either side to the controversy. If there is any answer to the President's reasoning, I would like to know what it is. Since the railroad employees positively reject arbitration, and since the President has no constitutional or lawful authority to compel arbitration, it would seem a mockery for the railroad managers to rest their entire proposal for the adjustment of the dispute upon the single issue of immediate arbitration, for that inevitably means a strike, in consequence of which to this country at this time would be worse than war. What else could the President do in the circumstances but to recommend the legislation he has recommended."

There is a well-defined impression in Washington that certain people do not want any adjustment of this difficulty, but prefer to have a strike in order to furnish the Republican party with an issue in the presidential campaign."

RETALIATION MEASURE FOR BRITAIN PROPOSED

To Be Enforced If Discrimination Against American Tobacco Interests Continues.

LANING SANCTIONS STEP

Secretary Approves Plan When It Is Put Up to Him by Martin, Swanson, Flood, Watson and Others, James Preparing Amendment.

WASHINGTON, August 29.—Following a conference between Secretary of State Lansing, a score of tobacco growers from Maryland, Virginia and Kentucky, and a group of Senators and Congressmen, the announcement was authorized that an amendment to the pending revenue bill will be offered to-morrow providing for retaliatory measures if Great Britain persists in discriminating against American tobacco interests.

Senator James, of Kentucky, was authorized at a second conference this afternoon to prepare the amendment and to introduce it to-morrow morning. The Kentuckyian is a member of the Finance Committee. The second conference was participated in by Senator James, Senator Martin, of Virginia, and Representative Flood, of Virginia.

The proposed amendment is in line with the declaration made by Senator Martin at the initial meeting of the tobacco interests in his office yesterday afternoon. At that time he came out vigorously in favor of action that would compel Great Britain to respect the rights of American tobacco growers. Before acting upon the Virginian's suggestion, however, the growers and their congressional friends decided to call upon Secretary Lansing and ascertain his views. The secretary unhesitatingly approved the retaliatory plan.

John D. Ogleby, of Lynchburg, was one of the spokesmen at the Lansing conference. The delegation which visited the State Department was accompanied by Senators Smith, of Maryland; Martin and Swanson, of Virginia; and Senators James and Beckham, of Kentucky. Representatives David J. Lewis, of Maryland, and Representatives Flood and Watson, of Virginia.

Senator James, as a member of the Finance Committee, having in charge the revenue bill, will try to have that committee approve his tobacco amendment. In any event, it will be introduced to-morrow, and will be supported by all the Senators from the tobacco States and many others as well. The exact terms of the measure were not given out to-day, but in a general way it is known that it will authorize the President to retaliate against Great Britain unless discriminatory restrictions against American tobacco are removed.

COLE L. BLEASE IN LEAD

Apparently Lacks Necessary Majority, and There Will Be Second Primary.

COLUMBIA, S. C., August 29.—With about one-third of the expected vote heard from unofficially in the State-wide Democratic primary, indications are to-night that Cole L. Blease will make a second race for the gubernatorial nomination against Richard L. Manning, the incumbent, or Robert A. Cooper.

Blease has a long lead over his opponents, but apparently lacks the majority necessary for nomination. Cooper is slightly ahead of Governor Manning, and may get the place in the second primary.

The vote at 9:30 stood: Blease, 17,650; Cooper, 10,713; Manning, 10,642; J. H. Deschamps, 176; John T. Duncan, 36.

For other State offices the indications were that A. J. Bethea, lieutenant-governor, had been nominated over Dr. E. C. L. Adams, his opponent; Sam T. Carter, apparently, re-nominated for State treasurer over D. W. McLaurin; and William Banks Dove seemed to be certain of nomination for secretary of State over W. G. Wightman.

For railroad commissioner the indications were that another primary would be necessary, with James Casler and Albert S. Fant as contenders. G. M. Hampton, the incumbent, is out of the race. Other State officials were unopposed.

Returns from the congressional contests, where six of the State's Congressmen have opposition, were meager to-night.

CRUISER MEMPHIS DASHED ON ROCKS

Driven Ashore at San Domingo by Ground Swell, Vessel Is Total Loss.

TWENTY MEN ARE DROWNED

Members of Crew Were Returning to Ship From Shore Leave in Motorboat.

SAN DOMINGO, August 29.—The United States armored cruiser Memphis was driven ashore on the rocks of the outer harbor to-day by a great and sudden ground swell. It is said that many lives were lost as a result of the disaster. All fires under the boilers of the Memphis were extinguished by the rush of water. The United States gunboat Castine managed to escape by putting to sea.

ADMIRAL POND SAYS SHIP WILL BE TOTAL LOSS

WASHINGTON, August 29.—Rear Admiral Pond, at San Domingo City, cabled the Navy Department to-night that the armored cruiser, Memphis, swept upon the rocks by a heavy sea in the harbor there, would be a total loss, and that, although it was expected all on board would be saved, twenty men returning to the ship from shore leave in a motorboat had been drowned.

It was said that the crew of the Memphis is being disembarked.

The admiral's dispatch follows: "Memphis driven ashore by heavy sea, San Domingo City, west of light-house, at 4:30 P. M. She is lying close under bluff, has lines ashore and is getting crew off. Heavy sea came up suddenly and ship was unable to get up steam in time to save herself. Twenty men of liberty party drowned on way back to ship. Castine (gunboat) dragged close in, but did not strike, and got out to sea. No other casualties known. Memphis will be total loss. Expect to save everybody on board."

NO RESPONSIBILITY FOR ANY SHIPMENTS

TOPEKA, KANS., August 29.—The Atchison, Topeka and Santa Fe Railroad to-day placed an embargo on all shipments of perishable goods and live stock, effective at once, according to a statement issued from the office of J. H. Koontz, general freight agent. The order also states the company will not take the responsibility on other shipments.

The embargo affects the entire railroad system, Mr. Koontz said, and will remain in effect until further notice. The threatened nation-wide railroad strike was said to be responsible for the order.

Under the order the railroad will refuse to accept shipments of live stock, butter, eggs and similar commodities.

EACH ROAD WILL ADOPT ITS OWN PRECAUTIONS

WASHINGTON, August 29.—Railroad managers here said all lines probably would take action similar to that ordered by the Santa Fe to protect themselves in case of a strike, but that no concerted action had been agreed upon, and each road would adopt its own precautions.

EMBARGO IS ANNOUNCED ON ALL PERISHABLE FREIGHT

DALLAS, TEX., August 29.—General offices of Missouri, Kansas and Texas Railroad here announced to-day an embargo on all perishable freight, effective to-morrow morning. The order also states no live stock will be accepted for shipment unless it reaches its destination by Sunday morning. The railroad accepts all other classes of freight subject to delay.

PASSENGERS NOTIFIED OF PROBABLE DELAYS

SAN FRANCISCO, August 29.—The following instructions were telegraphed by the headquarters of the Southern Pacific Company to-night to all division superintendents:

"Please instruct all passenger and ticket agents by wire at once to notify passengers unless they can reach their destination by Sunday night, September 3, they must be subject to perplexing delays."

(Signed) "CHARLES FEE, Passenger Traffic Manager."

Similar instructions regarding freight were expected to follow.

FEWER PARALYSIS CASES

Increase in Number of Deaths, However, Is Noted in New York.

NEW YORK, August 29.—A further decrease in the number of cases of infantile paralysis in New York was reported to-day, but the deaths have taken a jump. To-day's new cases—seventy-three—are the lowest Tuesday figures since July 4. There were thirty-two deaths, however, an increase of seven over last week.

The advisory board of the health department will meet to-morrow, and it is believed will sanction the opening of the local schools on September 25, the date tentatively set by the board of education. So confident are Federal health authorities that the plague is on the wane that the entire corps in charge of government work in the analysis epidemic expects to leave by the middle of September.

CROKER UNDER THE KNIFE

Operated On in Dublin for an Affection of the Facial Bone.

DUBLIN, August 29.—Richard Croker, former head of the Tammany organization in New York, went under the knife here to-day for an affection of the facial bone, which injured his eyesight.

It is stated to-night that the operation was successful. On authoritative information it also may be denied that Mr. Croker will visit New York this year, as had been reported.

The story cabled to America of the sale of the Croker stables is absolutely untrue. He is sending some of his horses to England, but his establishment as a whole remains unchanged. Mr. Croker intends to fulfill all his racing engagements of the season.

LABOR DAY TRIP TO BALTIMORE

44 round trip via YORK RIVER LINE. Tickets sold Friday and Saturday, road returning arriving Richmond Tuesday. Phone Madison 272.

ROADS ANNOUNCE FREIGHT EMBARGO

All Shipments of Perishable Goods and Live Stock Refused.

STRIKE DANGER RESPONSIBLE

Action Not Concerted, but All Lines Expected to Take Similar Step.

NEW YORK, August 29.—The announcement here to-night by the New Haven Railroad that, because of the impending railroad strike, it would refuse all shipments of freight which cannot be delivered before 7 A. M. on September 4 brought out the fact that similar action is being considered by the other roads entering the city.

Albert T. Hardin, vice-president of the New York Central, said to-night that A. H. Smith, the president, was expected from Washington to-morrow, and that the question of an embargo probably would be gone into.

Delaware, Lackawanna and Western officials discussed the subject, but, according to P. J. Flynn, a vice-president, reached no definite conclusion. Mr. Flynn said the roads' position probably would be announced by Thursday morning.

The Pennsylvania and other railroads here, it was said, also are undecided, but probably will announce their positions in a day or two.

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Wilson Urges Eight-Hour Day Law and Other Remedial Legislation

WASHINGTON, D. C., August 29.—Following is the legislation which President Wilson urged upon Congress in his speech this afternoon:

An eight-hour law for railroad employees engaged in interstate commerce.

A measure creating a commission for the investigation of the workability of the eight-hour day and wage questions involved in the present controversy.

An act similar to the Canadian industrial disputes act for the investigation of disputes on railroads between employers and employees and prohibiting strikes or lockouts during the investigation.

A resolution authorizing the Interstate Commerce Commission to take wage standard into consideration in fixing freight rates.

Authorization for the President to draft men into the Federal service for the operation of the railroads in case of a strike.

Further action on the Interstate Commerce Commission from seven to nine members.

FEAR FOOD FAMINE HERE IF BIG STRIKE COMES

Cary Street Dealers Declare Supply on Hand Would Last Only One Week.

PRICES WOULD BE PROHIBITIVE

Fruits, Vegetables, Chickens and Meats Would Fall Within Six Days After City Is Isolated by Transportation Tie-Up.

Within a single week after the impending national railroad strike became effective, Richmond's food stores, particularly those of a perishable nature, would approach exhaustion, and there would ensue a shortage which, with respect to some of the most important necessities, would amount to a famine.

This is the belief of leading Cary Street dealers, who discussed with growing alarm yesterday the progress of the great transportation controversy. Richmond's fresh-food depot, they pointed out, carries only enough to provision the city for a few days. Except for the milk that is brought here by wagon and electric car, and the garden truck that comes by cart, practically everything that goes on the table is shipped in by rail. River traffic would do little towards relieving the pressure, and auto trucks would be totally inadequate.

NOT ENOUGH PROVISIONS TO LAST CITY A WEEK

"I don't believe there are enough provisions in Richmond to last a week if a railroad strike should cut off the supply," said Graham H. Currie, of Currie & Co., commission merchants, yesterday. "Nearby truck farms might send in enough food by wagons to last two weeks longer, and then the city would face starvation. Meanwhile, the prices on the necessities of life would go sky high. Only a very small part of Richmond's supplies are brought by boat, and most of that has been shipped part of the way on the railroad."

Other produce dealers expressed practically the same belief. All concurred in the opinion that an enormous amount of loss and much suffering would inevitably result from a strike. Richmond lives from hand to mouth, and one day's food has for the most part arrived by the day before.

Even if the city could long avoid famine if cut off from rail communication with their sources of food supply, and Richmond is no exception. "Not a piece of fruit will be left in Richmond a week after the railroads stop operations," declared W. C. Crenshaw, of W. C. Crenshaw & Co. "Fruit has to be handled quickly, or it will spoil. It must be eaten a few days after it is picked. It is impossible to accumulate a stock to prepare for a shortage. About \$20,000 is spent every week in Richmond for fruit."

"Richmond consumes about two carloads of potatoes a day," said Richard M. McIntire, of J. S. McIntire & Co. "The supply is brought in at this season of the year from outlying districts of Virginia, but it would be impossible to obtain it if the railroads stopped running. We have no supply ahead. If it were in winter time, the merchants would have a quantity of potatoes on hand, but now they depend on the supply brought in daily."

Produce merchants estimated that most of the staple articles of food would be gone before the first week of isolation. Butter, chickens, apples, potatoes, onions and all sorts of fruits and vegetables would be exhausted. Eggs, flour and meats could hold out longer, but would fall after a few weeks of the strike. The local milk supply is independent of the railroads, and by wagon.

MEAT SUPPLY WOULD HOLD OUT SIX DAYS

There would be enough fresh meat in the city at the time the strike came to last a week, thought O. H. Landgren, manager of the local branch of Armour & Co. Of other meat sources, probably enough to supply the city for a month. Although some of the meat is shipped in on the hoof and butchered here, the greater part of it comes from Western packing-houses.

The weekly shipments of meat of all kinds into Richmond, it is estimated, amount to between 1,500,000 and 2,000,000 pounds. More than two-thirds of this, Richmond alone consumes about \$60,000 worth of meat every week.

Dealers in hay, grain and feed would be better able to withstand the strain of a general railroad strike, thought Secretary Y. E. Booker, of the Richmond Cotton and Grain Exchange. Although most of the products of that nature consumed here are brought from the West, there is a greater store on hand here than in most cities.

EFFECT UPON INDUSTRIES BEYOND APPRAISEMENT

"The widespread effect upon the industries of the country as a whole is beyond measure or appraisement at this time, and we agree with the business and widespread public concern over the gravity of the situation and the consequences of a surrender by the railroads in this emergency."

"In like manner, we are deeply impressed with the sense of our responsibility to maintain and keep open the arteries of transportation which carry the life blood of the commerce of the country and of the consequences that will follow from even a temporary interruption of service over the railroads."

But the issues presented have been raised above and beyond the social and monetary questions involved, and the responsibility for the consequences that may arise will rest upon those that provoke it.

The questions involved are, in our respectful judgment, eminently suitable for the consideration of the Senate Interstate Commerce Committee, which has

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PRESIDENT LAYS STRIKE SITUATION BEFORE CONGRESS

Asks That Laws Be Passed to Control Present and Future Difficulties.

EIGHT-HOUR DAY PROPOSED FOR RAILWAY EMPLOYEES

Strike Already Has Been Called for 7 A. M. on September 4.

OUTLOOK IS VERY GRAVE

Doubtful if Congress Can Act Quickly Enough to Avert Great Disaster.

WASHINGTON, August 29.—President Wilson, laying the railway strike situation before Congress to-day with recommendations for legislation, advanced the crisis to a stage where the next developments depend upon two points. They are:

Whether the legislation he proposes can be passed.

If enacted, will it be effective to prevent a strike already called for 7 A. M. September 4?

Neither of these questions can be answered to-night.

The brotherhood heads themselves, announcing their intention to fight certain portions of the President's program, are at large heads over whether its enactment would prevent the strike.

TO BRING THEM TOGETHER

The railway presidents, favorable to President Wilson's plan in the main, think it would make it difficult for the strike to begin. Meanwhile, although negotiations between the employees and men were broken off to-day by the rejection of the railway president's latest proposal for arbitration, President Wilson is continuing his efforts to bring the two sides together on some form of agreement. Efforts which might well be described as almost superhuman are being exerted to that end to-night.

When the brotherhood leaders this morning rejected the latest proposal of the railroads and definitely set the strike for Labor Day without further notice, President Wilson decided to lay the whole situation before Congress. Before a joint session of the House and Senate, and with a solemn recital of the distress and disaster a strike would bring to the country, he proposed a plan of legislation.

WILSON'S PROPOSALS MADE TO CONGRESS

This is the President's proposal in his own language:

First. Immediate provision for the enlargement and administrative reorganization of the Interstate Commerce Commission along the lines embodied in the bill recently passed by the House of Representatives and now awaiting action by the Senate, in order that the commission may be enabled to deal with the many great and various duties now devolving upon it with a promptness and a thoroughness which are, with its present constitution and means of action, practically impossible.

Second. The establishment of an eight-hour day as the legal basis alike of work and of wages in the employment of all railway employees who are actually engaged in the work of operating trains in interstate transportation.

Third. The authorization of the appointment by the President of a small body of men to observe the actual results in experience of adoption of the eight-hour day in railway transportation alike for the men and for the railroads, its effects in the matter of operating costs, in the application of the existing practices and agreements to the new conditions, and in all other practical aspects, with the provision that the investigators shall report their conclusions to the Congress at the earliest possible date; in order that the public may learn from an unprejudiced source just what actual developments have ensued.

INCREASED FREIGHT RATES TO MEET EXPENDITURES

Fourth. Explicit approval by the Congress of the conservation of the Interstate Commerce Commission of an increase of freight rates to meet such additional expenditures by the railroads as may have been rendered necessary by the adoption of the eight-hour day, and which have not been offset by administrative offsets and economies should the facts disclosed justify the increase.

Fifth. An amendment of the existing Federal statute which provides for the mediation, conciliation and arbitration of such controversies as the present by adding to it a provision that, in case the methods of accommodation now provided for should fail, a full public investigation of the merits of every such dispute shall be instituted and completed before a strike or lockout may lawfully be attempted.

Sixth. The judgment in the hands of the executive of the power, in case of military necessity, to take control of such portions and such rolling stock of the railways of the country as may be required for military use and to operate them for military purposes, with authority to draft into the military service of the United States such train crews and administrative officials as the circumstances require for their safe and efficient use.

Immediately after the President had delivered his recommendations Congress set about to see how they might be enacted into law. The Senate Interstate Commerce Committee, which has

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